



CONNECTED AND AUTOMATED VEHICLE DRAFT REGIONAL PRINCIPLES

Andrew Meese
TPB Program Director, Systems Performance Planning

TPB Technical Committee
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Connected Intersection ([USDOT/Getty Images](#))



Summary of Draft Principles Review

- Connected and Automated Vehicle (CAV) Draft Regional Principles were reviewed and discussed by the TPB at its November 17 meeting
 - The TPB asked some clarifying questions, but did not raise any issues that resulted in edits
- This followed review of the draft by several committees in September through November
 - TPB Technical Committee, Access for All Advisory Committee, Community Advisory Committee, and Systems Performance, Operations, and Technology Subcommittee (SPOTS); Regional Public Transportation Subcommittee also briefed after TPB
- The principles are now slated to return to the TPB for approval at their January 19 meeting



Structure

Preamble to all principles:

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should ... followed by each principle statement (the current draft has 18 such statements)



Summary List of Draft Principles

1. Ensure safety of everyone
2. Ensure equitable benefits
3. Increase mobility options for all
4. Increase opportunities for accessible transportation
5. Enhance bicycling and walking
6. Support priority of transit
7. Enhance transit including microtransit access to HCT stations
8. Bolster regional environmental and land use objectives
9. Prioritize reduction of VMT
10. Ensure freight/goods movements that minimize disruptions
11. Ensure security, cybersecurity, privacy
12. Interoperate safely at varying vehicle capability levels
13. Address legal liability issues
14. Bolster incident response
15. Interjurisdictional interoperability
16. Provide revenues no less than costs imposed
17. Make data freely available to TPB member agencies
18. Keep abreast of evolving technology to enhance support of TPB goals



Outlook

- Presuming TPB approval on January 19, the principles will be incorporated into Visualize 2045 during the ongoing update
- SPOTS will continue to address regional planning regarding CAVs, with potential specialized subcommittee discussions and future webinars



Andrew J. Meese, AICP

TPB Program Director, Systems Performance Planning

(202) 962-3789

ameese@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

Additional Slides: The Full List of 18 Draft CAV Principles



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

1. ensure the safety of everyone on or near transportation facilities, in all situations.

Notes:

- CAV safety benefits are often cited – but there are also risks
- Worded to include not just vehicle drivers and occupants
- CAV technology must be able to recognize and ensure safety of all pedestrians, regardless of skin color or mobility/ability levels
- Risks must not be borne disproportionately by any community or group



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

- 2. ensure CAVs' benefits are available equitably to all people in the region and avoid disproportionate negative impacts to any group or community.**

Notes:

- Market forces may cause CAVs and benefits to be deployed inequitably
- Special efforts to provide CAV benefits to underserved communities
- Reasonable access/cost for all in region



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

3. increase mobility options for all.

Notes:

- Interconnected multimodal transportation system that provides convenient access with reduced automobile reliance
- Comprehensive range of choices for regional travelers
- Accurate and user-friendly real-time transportation system info available to all regardless of traveler's mode or language
- Deployment as CASE vehicles (Connected, Automated/Accessible, Shared, Electric/Decarbonized) would be critical to enhancing these goals



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

4. increase opportunities for and quality of accessible transportation, including for persons with disabilities.

Notes:

- Fair access/mobility for persons with accessibility needs
- Comprehensive range of choices



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

5. maintain and enhance opportunities for and the quality of bicycling and walking in the region.

Notes:

- Opportunities for reduced motor vehicle reliance, but also risks of mixed operations, or exclusion from dedicated CAV facilities
- Deployment of CAVs in the region should be done only in ways that maintain or increase availability of bicycle and pedestrian infrastructure, and safety of bicyclists and pedestrians



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

6. support the priority of transit on the region's roadways.

Notes:

- Regional plans and programs have long emphasized multi-occupant vehicle travel over single-occupant vehicle travel
- Supporting transit is a core TPB goal, and should remain a priority
- Risks include facilitating low density living that may reduce transit ridership, and a negative spiral of transit revenues and service level reductions



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

- 7. enhance the provision of transit, including providing opportunities for microtransit access to the region's high-capacity transit (HCT) stations.**

Notes:

- Opportunities include operational benefits of technology, especially connectivity (e.g. Transit Signal Priority); last-mile shuttles; repurposing parking space for transit uses



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

- 8. bolster regional environmental and land use objectives, including prioritizing shared vehicles and advancing decarbonization of the transportation system.**

Notes:

- Deployment as CASE vehicles (Connected, Automated/Accessible, Shared, Electric/Decarbonized) would be critical to enhancing these goals



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

9. prioritize reduction of vehicle miles of travel and minimize zero occupant vehicle miles of travel.

Notes:

- Opportunities include that shared vehicles (if “CASE”) may reduce auto ownership, facilitating non-auto modes; bolster Mobility As a Service
- Risks include increased travel due to willingness to travel further or “zombie” zero-occupant-vehicle (ZOV) VMT



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

10. ensure freight and goods movements that help minimize disruptions and facilitate livability of the region's communities.

Notes:

- Opportunities include economic benefits of freight efficiency; addressing driver shortages; efficiencies in freight delivery parking
- Risks include jobs disruptions; net increases in congestion/ VMT/ emissions; last-mile freight delivery vehicles using/crowding urban infrastructure



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

11. ensure security (including cybersecurity) and privacy and prevent risks to people and infrastructure

Notes:

- Opportunities include increased operational information which, in turn, may increase security
- Risks include cybersecurity (e.g., breaches of privacy infrastructure and vehicle vulnerabilities to attack); vulnerabilities of electric and communications infrastructure and batteries (e.g. electromagnetic pulse, battery fire hazards, electrocution hazards for first responders)
- Security will be an ongoing (operational) challenge – security work will never be “finished”



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

12. interoperate safely with non-automated vehicles, vehicles with differing levels of automation, and all other transportation system users.

Notes:

- Scenarios for deployment vary, but some anticipate mixes of automated vehicles (automated at differing levels of capability and human driver involvement) and non-automated vehicles
- Choices of how CAVs are operated should be responsible, recognizing the limits of what vehicles' automation systems are capable of



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

13. be accompanied by addressal of legal liability issues relating to crashes, failures, and safety, including ensuring that CAVs at varying levels of capability are operated within those vehicles' technological capabilities and limitations.

Notes:

- Though legal liability is a state/national issue, this will still be critical for our region
- This will be an evolving issue as technologies advance and market forces come into play



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

14. bolster effectiveness of emergency and incident response, systems management by traffic operations centers, and information sharing among agencies and the public.

Notes:

- CAV data could help transportation operations and emergency/incident response
- Risk of new operations uncertainties
- Risks regarding CAV behavior in unusual, unexpected, or incident situations (e.g. temporary lane closures, direction from traffic control officers)



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

15. bolster interjurisdictional coordination and technical interoperability among TPB member agencies, in conjunction with relevant national efforts and standards.

Notes:

- Regionally collaborate on infrastructure and operations considering CAVs



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

16. provide public revenues that are no less than the costs they impose on infrastructure, transportation systems management, and communities.

Notes:

- Opportunities include potential willingness to invest in infrastructure improvements to realize CAV benefits
- Risks include new infrastructure demands/costs outstripping ability to serve those demands
- CAV deployment must be done in ways to generate sufficient revenue to cover both infrastructure and equity impacts costs



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

17. make data freely available to TPB member agencies to enhance planning, operations, and emergency preparedness and response.

Notes:

- CAVs may provide new/more data for transportation operations, but transportation operations centers will need investments to take full advantage



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

18. be accompanied by robust efforts by TPB and member agencies to keep abreast of evolving technology to enhance support of TPB's goals.

Notes:

- CAV deployment will continue to evolve, staffs must keep up on the latest information
- Will remain an important emerging consideration for regional travel forecasting

